Det Bel Isle & Windsr Ferry Co 67

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX No. 39. CLEVELAND, O., SEPTEMBER 29, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Mr. J. P. Manton, of Mansfield, Mass., has been in the city this week on business.

Look at the list of new orders for the Providence windlass for lake built craft.

It is reported that Captain Wm. Mack has sold his interest in the new steamship Aurora.

The steamboat building at Quayle's yard, for Frank Perew of Buffalo, is in frame and partly ceiled.

Captain David Vance, of the Milwaukee steamship company, is in the city at the Kennard House.

Engines and boiler have been placed in Smith's barge J. P. Farman and she is now a full fledged steamboat.

The Cleveland Transportation Co offers all their vessels for sale in pairs. See advertisement on another page.

Captains complain that the lighthouse keepers on Skilagalee reef neglect to blow their fog whistles at night.

The Lake Superior mine has shipped 239,628 tons of ore to date and the Chapin 237,859 tons. It is getting to be a neck-and-neck race between them.

The Globe Iron Works Co. is building nine triple compound engines and two fore and aft compounds. They are also building nine Scotch boilers.

The yacht Winnifred, Captain Williams, is looking well in her new coat of paint and we congratulate the captain on the excellent condition she shows.

Messrs. J. W. Grover & Sons, have been doing a great business in fitting out steam and sail vessels this season. Their sail lofts have presented the appearance of a bee hive.

We direct attention to the advertisement of Williamson Bros. manufacturers of steam steering gear which is fast coming in general use on the lakes and is acknowledged to be the best.

Captain William P. DeWolf was made master of the steamer Ohio on Saturday in place of Captain Estes, who retires from the command of the Ohio for the remainder of this season.

The new steamboat which is being built at Quayle's yard for Mr. Ash, of Buffalo, is partly in frame. The schooner for Mr. Ash will be put on the blocks from which the Yakima was launched.

The steamer Aurora had on her cargo and got away Monday evening. She had on 1,940 tons of coal for shipment, and 251 tons for fuel. She carried this on a draft of fourteen feet ten inches forward and fifteen feet aft.

At Cleveland Drydock Co., since last report the steamer Louisiana received a new wheel. The steamer Ohio got a new bottom and twenty-seven new frames, new plank on bottom, recalking and other necessary repairs.

The Globe Iron Works Co., will at once take possession of their recent purchase of the river front recently occupied by Mr. Radcliffe, in building the steamer Frank L. Vance. The shops are up and the tools in position. They will at once lay the keel for a large steel steamship for the Manitoba Co.

C. E. Benham, C. F. Palmer and Thomas Sloan, owner of the schooner C. H. Johnson, have entered a claim in the United States district court against the tug Dreadnaught for $206.70 for damages to the schooner sustained December 14, 1886, while she was being towed into the harbor from the lake during a storm.

L. P. and J. A. Smith's second barge, to be launched from the head of the river bed shortly, will be called the Margaret Olwell, in respect to the memory of their mother, Mrs. Patrick Smith, recently deceased. The new boat will receive machinery of the tug Patrick Henry, which fonndered off Vermillion a short time ago. The Joseph P. Farnan, the first built of the two steambarges for this company, has machinery and will hereafter care for herself. She has the engine removed from the Winnifred, a very good small compound.

The Lake Superior Transit line will conclude its time schedule with the Badger State, but boats will keep as near schedule time as possible for a while. The season has been an unusually good one, east bound package freights being unusually plenty. The Chicago warehouses are buried in merchandise. A while ago rates were somewhat slack on account of rail competition, but the boats got the freight on account of the scarcity of cars. Now rates are firm and business rushing.

Meteorological summary for the week ending September 28.

Mean barometer	30.08
Mean temperature	52.6
Mean humidity	74.3
Total precipitation, inch	1.28
Prevailing direction of wind	SE.
Total wind movement	1077
Av. cloudiness	8.2
Av state of weather	Clo'dy
Max. temperature, highest	59 4
Min temperature, lowest	45.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

The loss in ore business to this city by the inferior hoisting and conveying machinery in use is becoming apparent to the management of the N. Y. P. & O. railway, and it is probable that within a very short time the docks of this company will be equipped with apparatus for handling ore which will equal that of any other port on the lakes, the H. H. Brown hoist. At the docks of this company Monday some good work was done by the Brown hoist, which machinery will probably be dadopted there very extensively. The propeller V. H. Ketcham went to the dock in the morning and was out at night. At Ashtabula, with the same hoist, working only four legs, the propeller Forest City was discharged 1,157 tons of ore in seven hours and forty minutes.

Mr. A. Wherle, of Sandusky, has repurchased the passenger steamer American Eagle. It is evident that the American Eagle, is a great Sandusky favorite; it is also known that a great loss has been felt this season in the departure of the favorite from Sandusky, the Jay Cook not being able to accommodate the traffic. An advance of $4,000 has been paid for the Eagle. The Eagle has been as much of a success in the line for which she was purchased as was expected, and the Lighterage company will now probably call a meeting and declare a dividend. It is intimated, too, that they will probably build not a passenger or excursion steamer but one better calculated for freight along the river than the Eagle. The operations of the season have shown this to be the line in which the best success can be attained.

Saturday afternoon another contract for a large steamboat was closed. The agreement was signed by Mr. William Radcliffe, for the building of a boat for Messrs. M. A. Bradley and Chris. Grover. She will be modeled after the fine steamship Maurice B. Grover, but will be ten feet longer than that vessel. Her length of keel will be 280 feet, length over all 300 feet, beam 40 feet, and hold 22 feet. She is to have two steel arches on the outside and two fifteen inch arches on the inside, two steel cords around the top and iron strapped. She will have machinery from Samuel F. Hodge & company's works, Detroit, consisting of triple expansion engines with two Scotch boilers. She is to be ready for sea on the opening of navigation next year.

Captain N. Bartlett "the good man at the wheel," was in the city looking for material, with which to build his "inland steamer" at Grand River, Cold Springs, a new summer resort in Ashtabula County. Captain Bartlett is probably one of the best talkers and sailor men that has ever come out of Cold Springs. Captain Bartlett a. g. m. w., is a successful speculator, especially in oil, but insists that he will not vote for Cleveland again, notwithstanding he won $15,000 on the last election. "The good man at the wheel" has his own reasons. The new steam yacht will be 70 feet keel 5 feet hold and feet beam, capable of carrying 150 passengers on light draft. While in Cleveland a. g. m. w. leveled his eye at a widow with seven children but desired that we should say nothing about it.

CHICAGO.

Special to the Marine Record

The schooner Sunrise arrived at this port Monday night, in tow of the tug William Moore, of Port Huron, with two steam pumps to keep the schooner from sinking, she having sprung aleak on Lake Huron.

At the Chicago Drydock Co.'s yards the steambarge Fayette was in dock for repairs to her rudder and shoe; the propeller J. C. Perret for repairs to shoe and rudder pintle; schooner Mediator to have a leak stopped; schooner Anna Maria to be calked all over; schooners Fred A. Morse, John Wesley, Jessie Phillips, Bay State, Ella Ellinwood, Conneaut, and propellers Oneida and City of Duluth for minor repairs.

At Miller Bros.' drydocks the schooner City of Chicago is in dock for new forefoot and stern; some new plank and recalking; the tug J. V. Taylor for repairs to shaft; schooner Rouse Simmons had her bottom calked; steambarge Escanaba some calking; tug Robbie Dunham for repairs to her stern bearing; schooner R. B. Hayes to have a leak stopped; tug F. H. Starwood had her stern bearing fixed at the derrick; schoone Thos. L. Parker received a new rudder.

The schooner City of Chicago was towed to this port by the wrecking tug Leviathan, and, after discharging her cargo, was placed in one of Miller Bros.' drydocks for repairs.

The schooner L. D. Shepherd, which went ashore last week at Charlevoix, when bound to that port to load lumber, has been released by the fine wrecking tug C. Williams and towed to Manistee, where she is to be hauled out and receive necessary repairs. She is leaking badly; otherwise she is not much damaged. She is owned by Thomas Galvin, Chicago, is valued at $3,500, but uninsured.

Last week, on the arrival at this port of the Anchor line propeller Conemaugh, Captain C. Mason, formerly of their propeller Wissahickon, was found in command, he having succeeded Captain Walsh who resigned on his last trip to Buffalo. Captain Henry Durker, formerly of the Allegheny, was in command of the Wissahickon on her arrival.

Captain John Freer, of the schooner Marsh, who is said to have assisted Boodler McGarigle to escape to Canada, was arrested on reaching the city. He promptly gave bail in the sum of $4,000, and was released.

The complaints against the different tug companies had a hearing before Justice Smith. Dr. DeWolf says that the smoke ordinance has been repeatedly and flagrantly violated, and that he will prosecute without reserve. The health officer believes, and in his belief has the concurrence of Mayor Roche, that there is a way of choking off the dense clouds of smoke belched forth by the tugs, and that the only avenue by which a remedy can be effected is via the pockets of the tug owners. Messrs. Schuyler & Kraemer will appear for the tug men.

The steamer George Nester was in drydock to stop a leak. Her owner, Thomas Nester, has decided to build a steambarge and schooner at Baraga this winter.

Davidson & Holmes have sold for J. L. Higgie the schooner City of Chicago to the Western Paving & Supply Co., of Chicago, for $12,100. The vessel is now in drydock repairing the damage she sustained last week by going ashore in the Straits. She is twenty-six years old and is valued in Inland Lloyd's at $10,000. Her new owner will keep the vessel in the cedar-carrying trade, for which she is admirably adapted.

There was litttle activity in the chartering pit, and matters savored strongly of a combination among the grain shippers for the purpose of still further forcing freights down below the closing quotations on Saturday. Owners appeared to be anxious to place their room, and it looked as if shippers would gain their point. Rates opened at 3¾ cents for corn and 4 cents for wheat to Buffalo and threatened a still further decline before a reaction, in the form of heavy New England orders, set in. These forced the combination to break ranks, and the probabilities are that had owners not manifested so ardent a desire to get rid of their possessions, rates would have gone up three or four points. As it was, the market closed firm at 3¾ cents for corn and 4 cents for wheat to Buffalo. The Georgian Bay rate remained steady at 3 cents for corn. WILLIAMS.

CHEBOYGAN.

The barges Saxon and Smith, of the Mattawan's tow, recently stranded in the Straits with their cargoes of cedar, are fast breaking up. The anchors, chains, canvas, and rigging were saved, and a contract has been let to save the remainder of the cedar cargoes which is in their holds.

The schooner Orkney Lass was picked up in the straits and towed to Duncan City Monday evening, where she will receive thorough repairs. The vessel was not leaking but her spars, rigging, and sails are entirely gone, and her bulwarks are broken up. Part of her deck load of cedar was lost. The damage will amount to about $3,500. The crew says it is a miracle they escaped with heir lives.

BUFFALO.

The propeller Araxes went ashore at Thunder Bay, Lake Huron on the 24th. She is insured for $11,000 in the Phœnix. Captain George McLeod went to Detroit and will take an expedition to release her.

The propeller D. J. Foley, recently bought in New York by Captain James Godman, of the schooner American Union, arrived here Saturday. She is a fine appearing boat and will carry about 600 tons. She will tow the American Union. The Foley's signal letters are J. M. G. V. She is 154 feet length, 30.5 beam and 15.7 depth, and her tonnage 541.14 gross and 348 net; nominal horse power 122. She was built at Baltimore Maryland in 1872 and hailed from Philadelphia.

A fine new steam canal boat was launched from the Lockport yards of Gordon W. Hall this week. It is built for William Deming of Buffalo, and has a capacity of 7,000 bushels. It is named the Mahar & Burns, after a well known Lockport livery firm of that name. Its consort is still on the stocks, and will not be launched for a few days.

The schooner M. E. Tremble stuck in the draw of Ohio street swing bridge with her ore cargo, and could not be released by two tugs and two locomotives. She was lightered and released.

The propeller Tioga completed her eighteenth trip to Chicago Monday. She has sailed 32,500 miles this season, landed 57,500 tons of freight, and has not been detained an hour on account of hull or cargo.

The propeller James Pickands stopped at foot of Main street on arrival to land the body of George Shilling, a deck hand, who had been killed by a fall on the down trip.

Canal boatmen held a meeting Monday night and agreed to refuse all offers to load for less than five cents wheat at New York. A committee was appointed to confer with boat men and urge them to vote only for friends of the canal.

A sale has just been closed of the schooner D. S. Austin by Captain David McCormick, of Buffalo, two-thirds to A. P. Reed, of Kenosha, Wis., and the remainder to Colonel T. H. Head, of Chicago. Consideration for the entire vessel $8,000 cash. Captain William Randall, will sail her.

ST. IGNACE.

The tug George N. Brady arrived here with her pumps broken. They will have to be repaired before she can proceed.

BAY CITY.

Captain Armstrong intends having another boat on the Reservation beach route next season. It will be built by F. W. Wheeler and will be one hundred feet long, fifteen feet longer that the Plow Boy. She will have a compound condensing engine. Smalley Bros. & Co. have the contract to build it.

Continued on 5th page.

RULES FOR SMALL STEAM YACHTS.

TREASURY DEPARTMENT,
OFFICE OF SUPERVISING INSPECTOR GEN'L. OF STEAM VESSELS.
WASHINGTON, D. C., August 26, 1887.

In view of the many applications made to this office by the owners and builders of small steam yachts, and persons contemplating building such vessels, for information as to whether they are liable to the provisions of Title 52 Regulations of Steam Vessels, Revised Statutes of the United States, applicants are informed that, under section 4426, Revised Statutes, the hull and boiler of every yacht, or other small craft of like character, propelled by steam, without regard to size of vessel, provided it can be used in navigation, must be inspected, the boiler being subjected to the hydrostatic test required by law. The pilot and engineer must also be licensed, and such other provisions of the law complied with as may be applicable to the particular vessel under examination. (Affirmed by supreme court decision, Dupont vs. Hartranft, U. S. Reports, vol. 118, p. 223.)

Section 4228 and 4431, Revised Statutes, require that the iron or steel plates of which the boiler is constructed must be stamped with the name of the manufacturer, the place where manufactured, and the number of pounds tensife strain it will bear to the sectional square inch; and an actual test of sample of plate used in boiler must be made by the inspectors of steam vessels and recorded in the inspector's office in the district where the boiler is being constructed. (Sections 4430 and 4431; Revised Statutes U. S)

The boiler must be provided with such appurtenances as are necessary to its safe management, viz., feed pump and check valve, steam pressure gauge, safety valve, gauge cocks, a water gauge, (showing the height of the water in the boiler,) and blow-off valve, and a tin plug so inserted that it will fuse by the heat of the fire when the water in the boiler falls below the prescribed limit.

There must be on board the means of applying the required hydrostatic test.

There must be provided for each person on board a life preserver, containing at least six pounds of good block cork, adjustable to the body in the manner of a belt or jacket with shoulder straps.

All open steam launches or other steam vessels of five tons burden or less, carrying passengers, may dispense with a life boat when such vessels are provided with metallic air chambers placed under the seats and in the ends of said vessels of sufficient capacity to float the inert weight of said vessel, including her boilers and machinery, * * * and every such steam vessel carrying fifteen passengers or less shall carry at least two fire buckets and one axe. (Rules and Regulations, section 23, Rule III.)

A license as "special engineer" for small steam yachts or pleasure vessels will be granted to any person of good character who has sufficient experience to manage the boiler and machinery safely. A similar "special license" as pilot for such vessels will be granted to any person of like good character who is familiar with the navigation in which they are to be employed, understands the pilot rules, and has had sufficient experience in handling this or other similar vessels. The master of a vessel in this class does not require license.

A steam whistle of suitable dimensions must be provided, with which the pilot will make the signals as required by the pilot rules above referred to.

When the equipment is completed and the vessel is ready for inspection, it is required that application shall be made in writing by the master or owner to the local inspectors within whose district the vessel is owned or employed.

There is no fees due or collectible for the inspection of steam vessels or for licensing officers, the same having been abolished by act of Congress approved June 19, 1886.

JAS. A. DUMONT,
Supervising Inspector General of Steam Vessels.

Approved: HUGH S. THOMPSON,
Acting Secretary.

WINTER SHIPMENTS OF ORE.

Ever since the inception of the iron mining industry of the Lake Superior district in 1845 ore shipments have been made exclusively during the summer and autumn months by water. The profits of the railroads on hauling ore have all been made on the short haul from the mines to the different lake ports. This plan has its advantages and disadvantages. Transportation by water is cheaper than by rail, but the lakes are frozen over five months in a year. During the summer seasons there has often been a glut of ore at Cleveland, Erie, Ashtabula and the other ports where the ore is loaded preparatory to being hauled by rail to the furnaces, and during the winter there have been times of scarcity. This is unavoidable under the present system of supplying ore to the furnaces, but there is a prospect that the ore carrying business will see a great change this winter. A year ago the Chicago & Northwestern railway company, the largest company operating in the Lake Superior iron districts, built a number of 25 ton gondola cars for carrying ore. Heretofore all ore has been carried from the mines to the docks in small cars which do not hold over seven or eight tons of ore. Experiments made with the new cars proved that the ore could be handled and transported much more economically in the large cars, and the Chicago & Northwestern company ordered a large number of the new style cars. They have been in successful use this season, and it is found that by the use of these large cars ore could be hauled direct from the mines to Cleveland for $2.25 and even for $2 a ton, which is only a small amount over the ordinary cost of hauling the ore from the mines to the furnaces by rail and water. Several of the mines are contemplating making direct all-rail shipments to Cleveland this winter. The bulk of the ore from this district will always go to the east by water, but it is probable that a considerable share of it will go by rail during the winter. The knowledge that they can always get ore when needed will prove very reassuring to eastern furnace men.—*Ishpeming Dispatch.*

STRICTLY PERSONAL.

Sepcial Correspondence to the Marine Record:

PORT HURON, MICH., September 21.

I am still here, and at this writing conclude that I shall remain for some time, and being here in incognito, the boys have not yet got on to me; that is to say, they little realize the illustrious personage that lurks within their city boundaries.

As per my special arrangement made with you in 1829, I will give a brief history of this town. That Port Huron is a city there can be no question; in fact, I may say, she is a right smart chance of a city, situated as she is, on the St. Clair river, right opposite to a portion of Canada. Right next door to Port Huron is a site of an old and abandoned fort which shows that Port Huron is a law-abiding city, and that the ordinary police can hold the boys down or else why did the government remove her troops?

I propose to interview Harrison Maines on this question, for Mr. Maines was for a long time chief of police here, and if you want to get knocked down, just hint that he was not the best "chief" the city ever had. Mr. Maines is a very popular man; in fact, there is a good deal of him to be popular. That he is considered dignified there is no doubt, and he has not lost any of his official dignity simply because he has gone to engineering again. Probably it would be a good idea not to print this about him, for he is a heap sight bigger than I am, and I do not want to get hurt.

Everybody knows J. H. Fitzgerald, although the boys do not stop to say J. H.; they merely say "Jim." Mr. Fitzgerald is a constant reader of the MARINE RECORD, which, in this age of enlightenment, is all that is necessary to guarantee any man entry into our best society. Jim owns the Dry-dock Iron Works and a fast horse. His horse is 22 years old, and can trot a mile in spite of fate. I have met Fitzgerald before, but that is several years ago, and I guess he does not remember me. Jim is young and unmarried, which accounts for his constant blushing when you mention a lady's name.

All the engineers who attended the convention in New York, will remember genial Henry Burton, who represented No. 43. Henry is a draughtsman in a big machine shop here. Do not forget, Henry is a good draughtsman, for he can draw anything, from a steam-engine to a prize in a lottery; in fact, I saw him draw a baby carriage, and a real live baby in it, too.

I expect to deliver a lecture on "Samson," next Friday night, and I am going to invite all the marine reporters in the city to attend. A marine reporter's position, as I have learned here, is a peculiar one, their duty consisting in sitting in a big arm-chair and reading the names of boats through a spy-glass, and occasionally running out and selling a paper. Still, like all newspaper men, they are rich and happy.

I will report the result of my lecture to you in my next, which I trust will be a financial success.

THE SECOND ENGINEER.

MR. BATES ON OVERLOADING

W. W. Bates, manager of the Inland Lloyds and one of the best experts on ship construction on the lakes, says: "Overloading never pays anybody connected with vessels, but only leads to a foolish waste of life and property." He also says, in a letter to the Milwaukee Evening Wisconsin, that Captain E. P. Dorr, of Buffalo, had he lived, would have been the Plimsoll, of America If so, it is much to be regretted that so great a public benefactor should be taken away; for America needs a Plimsoll. There is an open field of usefulnes on the lakes for just such a man as Plimsoll. The lakes need some one who will take a sufficient interest in the welfare of shipping and the lives of men employed in sailing lake vessels to procure the enactment of a law that will put a stop to the murder of sailors and the willful destruction of property caused by overloading vessels. Manager Bates says that a few months prior to his death Captain Dorr determined to head a movement to procure the passage by congress of load line law. This resolution was taken in 1875, when he convened a council of shipbuilders to improve the rules then in use in building lake vessels. One of his requirements of this council was a load-line rule. After a session of four days the council was adjourned without formulating this rule. A committee, of which Bates was chairman, was appointed to finish up the work of the council. This was done, but this work did not contain the desired rule for loading vessels. Bates, having drawn up all the rules for building in accordance with the views of the council, brought them to Buffalo for acceptance. This was accorded, but at the same time the charge was given not to leave Buffalo until the load-line rule had been worked out and incorporated in the book which was then to be printed. Under the stress of this charge Bates prepared the rule as it may now be found in "Captain Dorr's Centennial Building Book," with full explanation of its rationale and use. This book was exhibited at the centennial exhibition at Philadelphia, 1876. The same year Bates drew up for Captain Dorr a bill to be passed by congress, which was duly introduced and referred to the committee on commerce. Considerable exertion was made to get the bill passed, but Captain Dorr's untimely death removed the push which doubtless would have worked it into law.

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Address MARINE RECORD, Cleveland, Ohio.

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The undersigned have a Hadfield Patent windlass or a one and three-eighths inch bar chain for sale cheap.
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Length over all, 52 feet; beam, 13 feet; depth of hold, 5 feet 8 inches; net tonnage, 7.38. Engine, 10x12; upright steel boiler. One year old, and in first-class order. Address,
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Special lake rides every Saturday afternoon at 3:30. Fare 25 cents.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk		†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.
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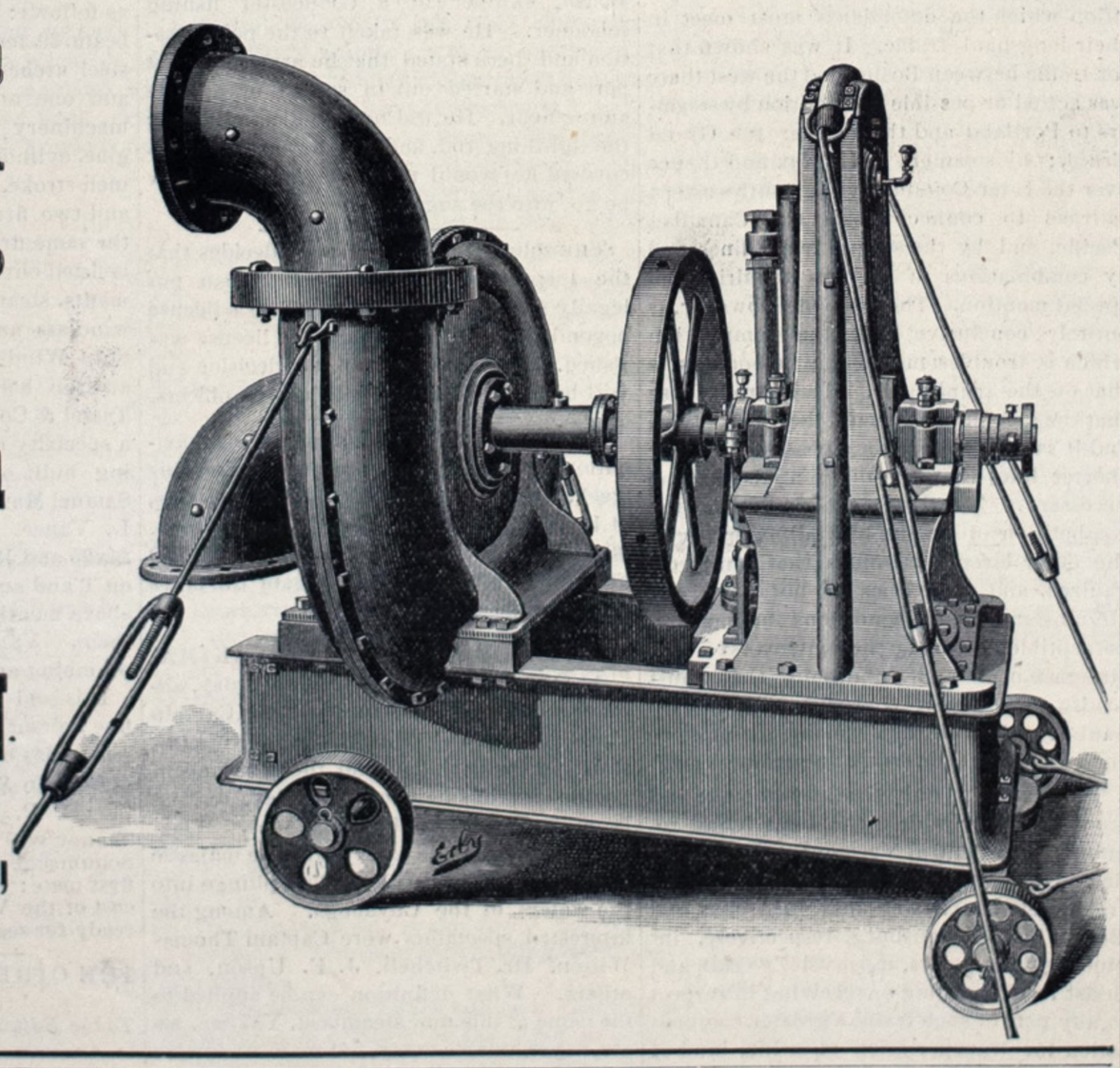

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Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, SEPT. 29.

THE INTER-STATE COMMERCE COMMISSION.

That the inter state commerce law has worked to the good of lake commerce, the benefit of vessel owners, no one can deny. The efforts of the railroads to have section 4 suspended during the season of navigation, when water carriers are in competition with the rail have proved abortive. The intended violations of this section have therefore brought complaints before the commission that they could not compete with railroads, part of whose carriage is by water. The complaints which more nearly concern lake interests are those brought by the Boston & Albany Co. against the Central Vermont railroad company, and the roads which, together with the Central Vermont, form through lines to Detroit, Chicago, Milwaukee, and other western points; one line being through the lakes by way of Ogdensburg and the other through Canada. One complaint had reference to each of these lines. The complaints show that the Boston & Albany and its connections were competitors with the Central Vermont and its connections for the western business and set forth as the complainant's grievance that the defendants made lower rates to Detroit and the other western points that could be made by complainant and its connections, while at the same time defendants were charging between St. Albans and Boston higher rates than between Detroit and Boston through St. Albans, and also between Ogdensburg and Boston higher rates than between Chicago and Boston through Ogdensburg on like property. The defendants answered the complaint justifying the low rate on the long-haul traffic on the ground that their lines were longer and required more time than the line of the Boston & Albany and its connections, and, therefore, it was necessary to make a concession to shippers in order to be able to participate in the business; that the trunk line and the complainant always recognized this necessity and allowed the defendants a differential, and, therefore, should not now be heard to complain of the concession the defendants made to shippers. The higher local rates were justified on the ground of the small amount of local traffic and its great cost to the roads, and it was averred that the charges on local traffic were reasonable. It was also averred that the through traffic was a necessity to the Central Vermont, and without it a road in first-class condition could not be maintained. But it was further averred that the rates for long-haul traffic were not made by defendants, but by the National Dispatch line, which operated over defendants' roads, and was a separate organization. While these cases were pending the Vermont state grange of the patrons of husbandry filed a complaint against the same defendants, setting forth as the grievance the making through the state of Vermont greater charges on short-haul traffic than were made over the same lines to Detroit and other western points. All the cases were heard together at Rutland, Vt., beginning on the 1st day of September, and a large amount of testimony was taken, which was directed mainly to the necessity that the Central Vermont should have both the local and the through tariff; that the local traffic was expensive and could not be carried more cheaply, while the rates upon the through traffic were all that the defendants in their competition with other roads were able to obtain.

The commission during its session in Chicago last week, announced its decision in this case, ordering a cessation of the complaints of the violators of section 4. In this opinion, says the Chicago *Railway Review*, the commission holds that the Central Vermont and the other roads which the National Despatch line operates are responsible for the rates made by that line, which in law, is their agent for the purpose of making them. It further holds that the Boston & Albany has, in its own behalf, no ground of complaint against the defendants. Its grievance, if any, is that the defendant's roads make lower charges on long-haul traffic than it makes. But this they have a right to do; in the high local rates the Boston & Albany has no concern. It was said on the argument that it was interested in the question because if the Central Vermont could lawfully make the higher charge on the short haul the Boston & Albany desired to know it, that it might do the same. But this was no reason for instituting these proceedings, for every case must stand on its own facts, and it would not follow that what would be lawful for the Central Vermont would be lawful for the Boston & Albany, the circumstances and conditions of whose traffic might be altogether different. The state grange, however, representing persons presumably interested in the local rates, had a right to complain of them, and on its complaint the case was disposed of on the merits.

Proceeding then to the merits, the commission, after disposing of certain propositions made by the defense, and which were held not to be tenable, goes on to consider the grounds upon which the greater charges on the shorter hauls are defended. On this subject it is held that the difference in the cost of local and through traffic is not shown to be sufficient to justify the very great difference made in rates. Further the commission says:

"The main reliance of the defense, however, was upon the showing of the competition which the defendants must meet in their long-haul traffic. It was shown that for traffic between Boston and the west there was actual or possible competition by steamers to Portland and thence over the Grand Trunk; by steamers to Halifax and thence over the Inter-Colonial by the Southwestern railroad to connect with the Canadian Pacific, and by the several trunk lines and by combinations of carriers requiring no special mention. The evidence, however, is entirely conclusive that the competition which is troublesome to the defendants is that of the trunk lines. It is from these that the defendants demand the differentials, and it is because they are possessed of the shorter lines that the differentials become necessary. The defendants do not fear the competition of a route by Halifax or any of the other circuitous routes that can be organized, and such lines do not constitute circumstances and conditions having any perceptible bearing on the controversy. The circumstances and conditions that must justify the greater charge on the shorter haul over the Central Vermont line must be such as spring from trunk line competition."

There remains only the duty to make and issue the order which the facts found require. The Central Vermont and the other defendants concerned with it in inter-state traffic between Boston and St. Albans and Boston and Ogdensburg, respectively, including those points, must wholly cease and desist from charging or receiving in respect to any part of such traffic a greater compensation for transportation of a like kind of property for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance. In performing this duty we neither do nor with propriety can express opinion upon the intrinsic reasonableness or justness of the rates heretofore imposed except to this extent: That we do not think it was shown by the evidence that when the local tariffs are made to conform to the letter of the law, as above directed, they will be unreasonable.

THE AMERICA CUP.

The recurrence of the event of the winning of the America cup always attracts attention. It has been supposed on this occasion, or struggle, that the British would send againgt us their *ne plus ultra* of yacht building. In the Thistle, American yachtmen supposed they were to meet a worthy sailer, but the result assures us that there can be many improvements made in British racing yachts. Notwithstanding the fact that the Thistle had the advantage in length on water line, and in start, she was badly beaten by the Volunteer. The interest in the international racing is well known, and we on the lakes have nothing more to record than the result. The result always defines the victory. While many yachtsmen were in doubt about the result of this great race, we had an abiding faith in the American, and the result now proves the truth of the prophecy.

W. C. VAN HORNE, general manager of the Canadian Pacific railroad, was asked by a Toronto reporter the other day how work is progressing on the Sault ste Marie line of this road. "The grading is practically finished." was the reply. "Rails are yet to be laid on forty-eight miles of the road, on which the work is progressing at the rate of about a mile and a half a day. The ballasting is kept close up to the track-laying. The entire line will be ready for operation by the end of next month." "How about the bridge over the St. Mary's river?" "The masonry is completed and the work of erecting the superstructure has been begun. The bridge will be ready for trains in November." "How about the American roads to connect with the Canadian Pacific at the Sault?" "The Minneapolis & St. Paul line expect to be ready for traffic about the third week of December. The Duluth, South Shore & Atlantic will be practically completed this season, so far as the track-laying is concerned, but finishing up the ballasting and so on will take some time next spring, so that it will probably be June before they are ready for traffic."

IT has been asserted that when a master gets ashore he likes to have a little amusement, but the following tale satisfies us that they are after more labor than can be had on ship board: A belated resident of Boston, while returning home, was amazed to see a man climb the lightning rod on the Boston sugar refining company's large building and crawl into the eighth story. He hastened to the night watchman and told his story. A policeman was hunted up and a search was made. In the seventh story was found a man weighing about two hundred pounds. He was Captain Joseph J. Walsh, skipper of a Gloucester fishing schooner. He was taken to the police station and there stated that he arrived at that port and started out in search of a little amusement. He did not recollect climbing the lightning rod, and had he not been discovered he would never have known how he got into the sugar refinery.

THE solicitor of the treasury decides that the inspectors of steam vessels can not legally suspend or revoke an officer's license beyond the time for which the license was issued. This is a wise and just decision and will be appreciated by all licensed officers.

THE report of the commissioner of navigation of tonnage launched on the lakes this week, shows the Gogebic, 1312.33 net tons, of Port Huron, the Omaha. 1231 gross tons, of Milwaukee, and the Yokima, 1986.89 gross tons, of Cleveland. Again the lakes are away ahead of oceans and rivers.

LAUNCH OF THE STEAMER YAKIMA.

At Quayle's Sons' yard, on Saturday, another steamboat was launched for Captain Thomas Wilson's Transit Line. Notwithstanding the dark day and the eagerness of people for business on Saturday, quite a large audience was in attendance. Without a jar, or trouble of any kind, the majestic steamboat Yakima took her first plunge into the waters of the Cuyahoga. Among the interested spectators were Captain Thomas Wilson, Dr. Twitchell, J. E. Upson, and others. What definition can be applied to the name of this new steamboat, Yakima, we are, as yet, unable to say, but we must admire Captain Wilson's principle of giving musical, American (Indian) names to most of his boats. If this new steamer had been named Yakimo, we could have said that the captain had gone into Japan for an odd name, but being Yakima, we are truly at a loss to tell where it originated.

It is safe to say that the Yakima is one of the best modeled vessels ever turned out at Quayle's Sons' yards, and reflects great credit on the builders and owners. The new steamer is 275 feet keel, 292 feet over all, 40 feet beam. 22 feet depth of hold. Her main keelsons are 16x16, sister keelsons 15x16, and four floor keelsons 10x14 inches, all oak. She has steel arches, diagonal straps and steel cord.

The machinery of the Yakima is fore and aft compound, 30 and 56 by 48 inch stroke, and was built by the Globe Iron Works Co., as was also the boiler, Otis steel, 12 by 13 feet and the iron boiler house.

The Yakima is finished in a very elegan style. Her houses in beautiful hard woods and cabins in mahogany. She will carry four spars but no sails, the spars being used for hoisting purposes. She is well fitted with steam gear, having six auxiliary engines, for Williamson & Bros.' steam steering gear, Providence steam windlass from the American Ship Windlass Co., and steam hoisting engines for each spar, besides an engine for the manufacture of electricity, which will provide her with sufficient light on decks and on iron ore docks to enable work to be done with as much rapidity and facility at night as in the daytime, besides obviating danger from fire.

The cost of the Yakima was about $125,000, and she will at once go into the line transporting ore from Two Harbors to Ohio ports. Her fit out was furnished by Upson, Walton & Co.

She will be commanded by Captain James B. Lowe, with Mr. Thomas Kelley as chief engineer; Angus Cameron second; and W. W. Dawley first mate.

LAUNCH OF THE STEAMER FRANK L. VANCE.

The finest modeled steamboat ever turned out by Mr. Radcliffe was launched on Saturday, with many spectators present. The new boat is named Frank L. Vance, and she will go into the line of the Milwaukee Steamship Co., which has headquarters at that port. Quite a number of people witnessed the launch, among whom were the owners. She combines in her construction all the fine points of the other vessels of the line, launched during the summer, the Roswell P. Flower, built at Milwaukee; the Wiley M. Eagan, built at this port; and the R. P. Fitzgerald, built at Detroit. The addition of the Frank L. Vance to the others gives to the Milwaukee Steamship Co. four of the finest steamers on the lakes.

The contract for her construction was made with Captain George Berriman, but the purchase of the steamer Wiley M. Eagan, and the satisfaction she gave to the Milwaukee company led them to make overtures to Captain Berriman for the second boat, and their proposition being accepted by Captain Berriman, she was named the Frank L. Vance, after one of the owners of the line, and launched in that interest..

The dimensions of the Frank L. Vance are as follows: Keel 255 feet, over all 272 feet, beam 39 feet, hold 22 feet She has three steel arches, two on the outside 12x¾ inch, and one on the inside, 14x¾ inch. Her machinery is a fore and aft compound engine, cylinders 28 and 50 inches, with a 45-inch stroke, built by H. G. Trout, of Buffalo, and two fire box boilers 9x15 feet, built by the same firm. She carries three masts, and is fitted out with all the modern improvements, steam steerer, and Providence steam windlass and capstan from the American Ship Windlass Co., Providence, R. I., and an iron boiler house, built by A. T. Van Tassel & Co. These gentlemen are making a specialty now of iron boiler houses, having built one on the Robert R. Rhodes, Samuel Mather, Horace A. Tuttle and Frank L. Vance. The house on the Vance is 24x25 and 18 feet high, of No. 10 plate, built on T and angle iron, and the owners of the above mentioned boats are well pleased with them. Van Tassel & Co. also did the tanks, plumbing and general outfit.

It is said that the Frank L. Vance has as fine a fitout as any freight boat on the lakes, which has been done under the supervision of Captain Marion Tinney, who brought out the R. P. Flower, this season. Captain Tinney will command the Vance, Joseph Schumacher, chief engineer; John Gilbert, first mate; E. Harrison, second mate. The cost of the Vance is $130,000. She will be ready for sea next week.

THE OTHER SIDE ABOUT CLASSIFICATION.

To the Editor of the Marine Record:

BUFFALO, September 24.

Your correspondent at Milwaukee, Captain Kidd, of private memory has my sympathy. For that matter, I pity any man who has a news letter to write, and having no facts to give, is obliged to eke out his story with the lies and slanders of the streets. What Captain Kidd has told your readers in the last

issue of the RECORD, about the Westover, the W. H. Wolf, and Mr. Bates' ratings, generally, is a mess of stuff without a particle of real information.

The classification of lake vessels is for the private use of underwriters in giving insurance, and hence, I am not at liberty to publish the particulars which justify my course in certain cases. but it is right, nevertheless, and without fear or favor, and no axes to grind. All fair minded men are perfectly satisfied with my endeavors, and the other kind will have to get used to the new state of things. Respectfully, yours,

WM. W. BATES.

NEW PROVIDENCE WINDLASSES.

It would seem, in looking over the order book of the American Ship Windlass Co., as though the captains, owners and builders were just about unanimous in their approval of the Providence windlass, or, at any rate, as near to it as it is possible to get in this world of many minds. It is surprising, too, to find so few who are willing to save the small difference in first cost at the expense of utility, safety, convenience and durability. Is not this, or should not this exhibit be an encouragement to those builders of machinery who are striving to excel in first-class, honest work?

The following is a list of orders taken by the American Ship Windlass Co. since their last report, August 18, 1887:

The Globe Iron Works Co., Cleveland, steamers Nos. 17 to 23 inclusive, seven Providence patent steam capstan windlasses and seven steam capstans in addition to the orders for steamers Nos. 15 and 16 before reported but not yet delivered.

Frank W. Wheeler, West Bay City, Mich six steamers, three Providence steam capstan windlasses, three Providence steam capstans, and three hand capstan windlasses.

James Davidson, West Bay City, Mich., four steamers, four Providence steam capstan windlasses and two steam captsans and two hand capstans.

Cleveland Shipbuilding Co., two steamers, two Providence steam capstan windlasses.

Steamer, building for Frank Perew, Buffalo, at Cleveland, a Providence steam capstan windlass and steam capstan.

Steamer, building for James Ash, Buffalo, at Cleveland, a Providence patent steam capstan windlass and steam capstan.

Steamer, building by Wm. H. Radcliffe at Cleveland, for Captain Minch, a steam capstan windlass and steam capstan.

Steamer Puritan, for Old Colony Steamboat Co., building by John Roach's Sons, a vertical steam windlass with 14x14 inch engines for 2 inch chain.

Steamer, building by R. Palmer & Sons, Noank, Ct., for Providence & Stonington S. S. Co., a Providence steam capstan windlass for 2-inch chain.

Dynamite boat, building by Wm. Cramp & Son's Co., a Providence steam, vertical windlass.

Tug Hercules, building by John Dialogue, Camden, N. J., a Providence pump-brake yacht windlass with messenger chain arrangement.

Knickerbocker Steam Towage Co., Bath Me., a pair of engines for driving a hand windlass of this company's make.

Steamer, repairing at Milwaukee, a Providence capstan windlass, furnished through Messrs. G. D. Norris & Co., of Milwaukee.

Yacht, building by the Harlan & Hollingsworth Co., a Providence patent pump-brake yacht windlass.

LAKE FREIGHTS.

Freights continue firm, and tonnage in good demand. We note this week an advance of 5 cents on ore from Ashland, and 10 cents from Two Harbors. Coal, grain and lumber remain strong at previous quotations, as follows:

ORE.	
Escanaba to Chicago	1.00
Escanaba to Ohio ports	1.65
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2.55
Two Harbors to Ohio ports	2.60
GRAIN.	
Wheat, Duluth to Buffalo	6c
Corn, Chicago to Buffalo	3¾c
Wheat, Chicago to Buffalo	4c
Wheat, Milwaukee to Buffalo	4c
Wheat, Detroit to Buffalo	2¾c
COAL.	
Buffalo to Milwaukee	1.25
Buffalo to Chicago	1.25
Buffalo to Duluth	90c
Cleveland to Milwaukee	1.00
Cleveland to Chicago	1.25
Cleveland to Duluth	1.00
Erie to Duluth	1.00
Erie to Chicago	1.25
Erie to Milwaukee	1.25
Erie to Escanaba	75c
Sandusky to Ashland	1.00
Sandusky to Washburn	1.00
Sandusky to Milwaukee	1.10
Saudusky to Racine	1.10
Toledo to Ashland	1.00
Toledo to Washburn	1.00
Toledo to Duluth	1.00
Toledo to Milwauke	1.10
LUMBER.	
Bay City to Tonawanda	$2.75
Bay City to Ohio ports	2.50
Saginaw to Tonawanda	2.87
Saginaw to Ohio ports	2.50

AMHERSTBURG.

The steambarge Ada E. Allen, which was burned at Amherstburg on the 20th, had $2,000 fire insurance in the fire association of England, with R. A. Reynolds, of Windsor. She was owned by John Atkinson, of Pelee island. The owner will not raise her.

[*Around the Lakes Continued from 1st Page*[

EAST SAGINAW.

Special to the Marine Record.

One of the largest fleets of the season is in the river this week. Among them is the Blanchard fleet, quite a stranger in the Valley, not having traded here for years. They all brought coal.

John Van Lew, engineer on the steamer W. R. Burt, has been succeeded by George Conaugh, of Bay City.

Will Merrill has sold his steam yacht Bessie M. to Sheriff McIntyre and others. She will be used exclusively for sport.

The schooner Aunt Ruth was in the river with moulding sand. The captain says if he ever takes another load of the stuff it will be "in his mind," and not on board.

Strong efforts were made here during the week to again break Ohio freights, but without success. A number of sales are reported to be delivered by rail, but it is thought they are only for a bluff. Vessel men here don't bluff worth a cent.

Captain Geo. Sherbert has chartered the tug Beebe. She don't belong to the association, and the other day the barge Gebhart towed with him and the barge was at once boycotted. I, as a tug owner, am not in favor of this kind of work, and the sooner some of the hot heads get cool the more work they are liable to get.

The following shipments by water have been made from East Saginaw and Bay City during the week ending Friday, Sept. 23: Lumber: Tonawanda, 3,970,000 feet; Cleveland, 1,890,000 feet; Toledo, 2,440,000 feet; Buffalo, 2,880,000 feet; Port Clinton, 170,000 feet; total, 11,350,000. Shingles: Cleveland, 500,000 pieces. Salt: Cleveland, 1,000 barrels.

SHAW.

BAY CITY.

Special to the Marine Record.

Captain Sprague and his little steamer Laketon are doing a nice freighting business between here and the Sault. She has two sticks and looks every inch a steamship.

The tug George B. Dickson is a great favorite wherever she goes. Captain King has many friends, and his tug is generally busy.

The barge Norway, belonging to Harry Shaw and others, has been chartered for three trips, Tawas to Detroit. Mr. Shaw intends chartering a tug to tow the Norway only, thereby saving a great deal of time at both ends of the route.

The P line barges are all being fitted with steam pumps which, are a great thing indeed, when a captain figures on having fresh sailors instead of worn-out ones from pump labor.

Captain James Davidson, of West Bay City, is building a schoonor for N. B. Bradley & Sons and Captain Wolson, which, when completed will cost $42,000, and will be ready early in the spring. The dimensions are: 180 feet keel, 34 feet beam, 13 feet depth of hold. She will have a capacity of 800,000 feet of lumber, or 45,000 bushels of corn.

Jennings, mate of the barge Cohen, in the steambarge Empire's tow, fell overboard on Lake Huron Sunday night. Two lines were thrown to him from the barge, but he did not succeed in getting them. The schooner Atmosphere was, fortunately, towing astern of the Cohen and, launching a boat in short order, succeeded in picking him up two miles astern. Great credit is due the captain and crew of the Atmosphere, as their promptness alone saved the man's life.

SHAW.

PORT HURON.

Special to the Marine Record.

The schooner E. B. Maxwell has received her spars and will be ready for sea in about a week.

There was a big fleet of vessels and barges, wind-bound here, in the last gale.

The schooners Gerlack received slight repairs, and the E. P. Beals a rudder, as did also the Pulaski, at Dunford & Alverson's.

Why don't some one who has the authority to name such places and rocks give the rock that Captain A. A. Cox found near Waugoschance, in the Straits, a name? I, for one, would suggest that it be called "Cox's Rock," after the man who was the first to find it.

Tug Mystic has returned from Sarnia, and will tow on the river in Kendall's tug line.

The schooner M. D. Ayer is very nearly ready to come out of the dock. She has received a first-class overhauling at a large expense.

The schooner Tilden will be in Dunford & Alverson's drydock in ten days if everything goes on as it is now. When ready for business she will be a fine boat.

JAY.

SAND BEACH.

Special to the Marine Record.

The following vessels sought shelter here during the equinoctial gales: Yacht Peerless, tugs J. W. Westcott, Kitty Haight S. S. Rummage, W. A. Rooth, barge Rhoda Stewart and four barges, schooner Minnie Davis, tug Justice Field and four barges, propeller Mackinaw, schooners Emeu and Ironsides, tugs Kate Williams and O. Wilcox with a raft, Yosemite and one barge.

During the gale the propeller Saline, with four barges, nearly crossed Saginaw Bay, the tow line parted and the C. H. Weeks, Keepsake and Shiawassee, left to their own resources, made sail and came to anchor just outside the harbor, and were towed in by the Mackinaw.

The propeller Bay City and three barges entered the harbor safely in the height of the gale.

The propeller Oswegatchie, bound down, came in with her tow sadly demoralized; the barges Mary Stockton and Wyoming were water-logged. The Wyoming was pumped out by the life-saving crew, and went on with the tow, but the Stockton's decks are badly broken up and are about two feet under water. She now lies at the pier waiting to be towed to the river.

Propeller Nipigon and tow, Nebraska and Oceanica were among the last to run in for h elter.

LUFF.

DETROIT.

Special to the Marine Record.

The ferry steamer Saginaw, while engaged in lightering the barge Arctic, off Sandwich Point, broke down. The tug Shoo Fly, while passing picked her up and towed her to the Detroit drydock. It will be three or four days before she will be out again.

The tug Champion, while coming up the river with six vessels in tow broke down off Sandwich Point and was towed to Hodge's dock by the tug Dave and Mose, where she will receive a new crank pin. The damage is estimated at $3,000 and it will be a week before she will be out.

The tug Shoo Fly, while engaged in towing the barge Magnet to Toledo, got a line in her wheel when rounding too at Malden. A diver was secured and cut out enough to enable her to make her trip, and while engaged in towing two vessels up the Detroit river a few days after she met with a similar accident, a portion of the same line getting in the wheel so as to cause him to have her put on the dock.

Captain Grummond received a dispatch from Chicago announcing the arrival there of his tug Oswego having in tow the schooner Sunrise. The Sunrise ran aground near False Presque Isle and was so strained that she leaked badly and in that condition was towed to Chicago.

The steamer H. S. Pickands, has been sold by M. E. Kirby to the AuSable Transportation Company, of Detroit. Consideration, $60,000. Her new owners intend running her in the lumber trade and she will tow as consort the barge Ogarita.

It is assured that the contract for constructing the Flint & Pere Marquette railway company's steamer No. 4 has been awarded to the Detroit drydock company. The new boat will be the same length as No. 3, but with more beam to enable her to carry 6,000 barrels of salt.

Captain J. C. Gilchrist, of Cleveland, has closed a contract with John Craig & Son for the building of another fine boat at his yard at Trenton, Mich. It will be a duplicate in many respects of the steamer J. C. Gilchrist, launched about two weeks ago, only it will be fifteen feet longer, and will have six inches more depth of hold. Measurements are as follows: Keel 270 feet, over all 286 feet, beam 41 feet, hold 24½ feet. She will be iron strapped, and have two steel cords all around. She will have all the modern improvements of steam steering, gear, steam windlass, capstan, etc. Her power will be a triple expansion engine, built by Hodge & Co., of Detroit, with boilers from the same works. She will have a house on deck for her crew. Work has already been begun on her, and she is expected to be ready for sea on the opening of navigation next year. Her cost will be about $130,000.

The canvas, ropes and tackle of the wrecked schooner D. Provost, lost at Detour, was brought to Detroit, by the little schooner Arctic and at once sold to Goss & Co., the sail makers. Captain A. H. Mills, having a $7.00 tow bill against her, at once attached the stuff as did likewise Captain Geo. Bryant a $40.00 tow bill and H. L. Eagan, a $30.00 grocery bill. Goss at once gave up what he had and all of the remains of the schooner were attached. Finnig, the patent lawyer, was at once got and is acting for all parties concerned. A Port Huron firm also has bills against her.

The tug Challenge, passed up with schooner Seaman and in tow for Port Huron. Captain Jos. Byron, will command her instead of David Hoose, as before reported. M.

DULUTH.

Captain Alex. McDougall has received 100 tons of material for a shipyard at that place.

TOLEDO.

Special to the Marine Record.

On last Sunday evening a young sailor by the name of William Rearick fell down the after hatchway of the schooner Selkirk and was seriously injured. He was removed to St. Vincent hospital, where he suffered greatly all night, but on Monday he was doing nicely and is rapidly improving. His parents are here from Lorain. Captain Willis Chisholm did all in his power to relieve the sufferer, and left Tuesday morning for Escanaba.

The steambarge J. S. Fay ran aground, near the cribs, on Monday afternoon, and was released the next morning by the Andrews.

SANKEY.

BLACK RIVER.

The steambarge Araxes, lumber laden, from Menominee for Buffalo, ran hard aground on South Point, Thunder Bay, at 4 o'clock Saturday morning in a dense fog. She is leaking badly. The tug Ralph went to her assistance but could not release her. The Araxes had two barges in tow, the Grant and Drake. The Ralph had to go to the Grant to save her going near Sturgeon Point light. She towed her back to Alpena. The Drake is all right and sailing down. The Araxes is in bad condition. If the wind rises she will break up. The Sturgeon Point life-saving crew are here and everyone was safely landed from the barge. The tug Geo. R. Hand is here also, and a wrecking expedition from Detroit is expected. Grummond's tug Oswego, with steam pumps on board, in charge of Captain Geo. McLeod, of the Inland Lloyds, went to release the Araxes.

ERIE.

The crew of the schooner Young America arrived Monday in a pitiable condition. The vessel ran out of provisions and the crew had nothing to eat since Sunday morning. The schooner was sighted twenty miles off Erie, and was towed in by the tug Thompson.

SAULT STE MARIE.

The propeller Columbia, with consorts Comrade and Jura, have been released from Lake George.

By the breaking of a wire cable which works the gates in the Sault canal lockage chamber, Sunday morning, a large fleet, bound down, was delayed there. A diver repaired the cable.

Fleet of the Cleveland Transportation Co. for Sale.

BY A RESOLUTION OF THE BOARD OF Directors of the Cleveland Transportation Co., it has been decided to close up the affairs of the Company and sell its property.

The following fleet of Steam Barges and Schooner Consorts are offered for sale. They will be sold as a fleet, or in couples, but not separately, excepting the schooner "Genoa:"

Steamer SPARTA, actual cargo 1,500 net tons on 15 ft. draft.

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Schooner VERONA, actual cargo 1,470 net tons, on 13 ft. 10 in. draft.

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These vessels are all in A1 condition both in hull, machinery and boilers. Full and complete repairs were made in winter of '85-86 at a cost of $41,000. They all rate A2, and when inspected in 1886, the inspector said, these vessels are in fine condition, and will hold this rate (A2) for the next ten years.

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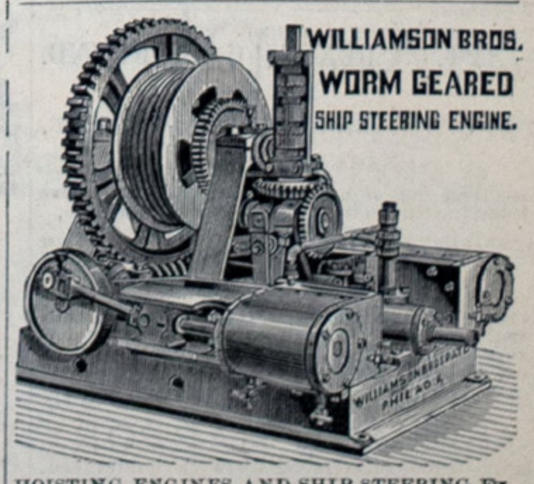

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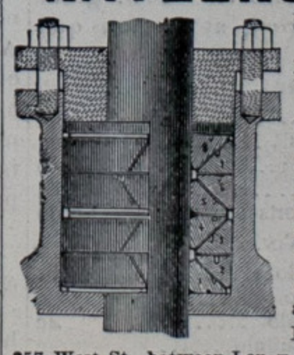

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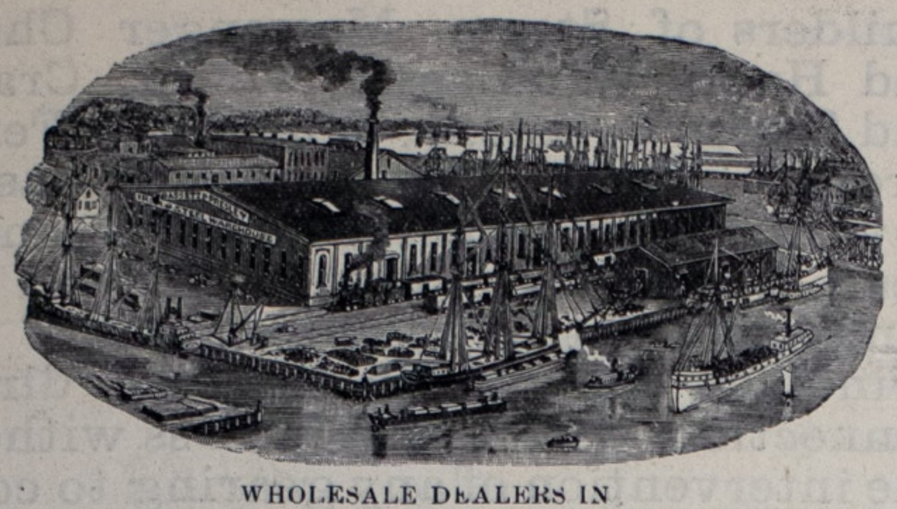

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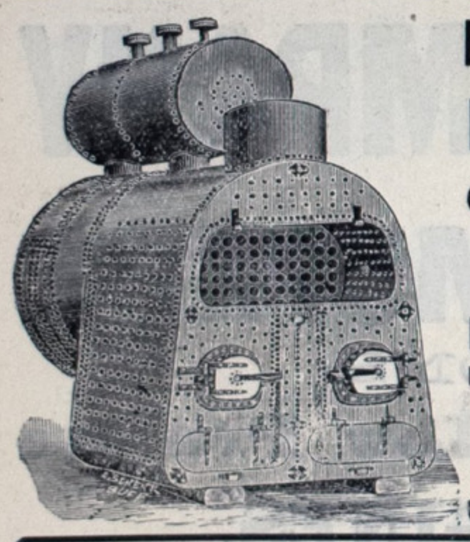

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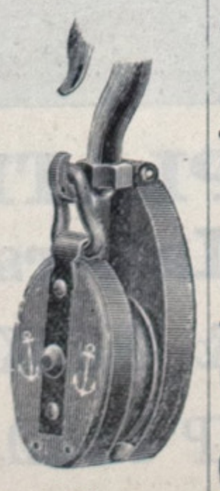

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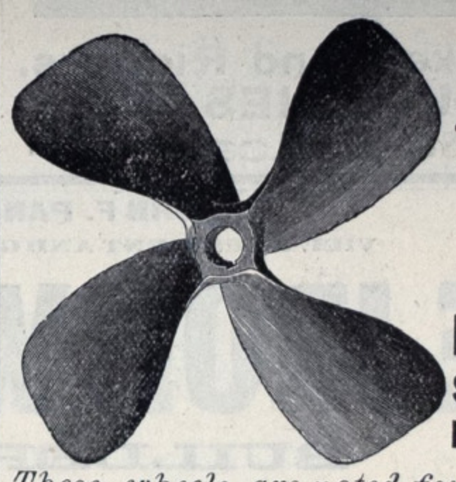

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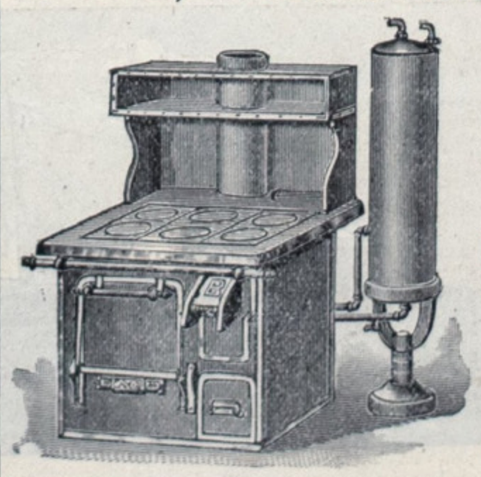

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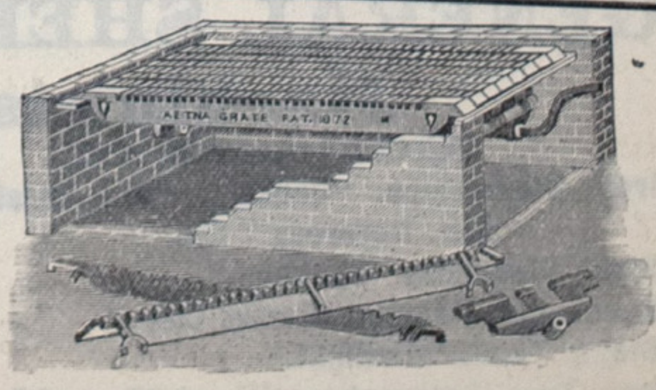

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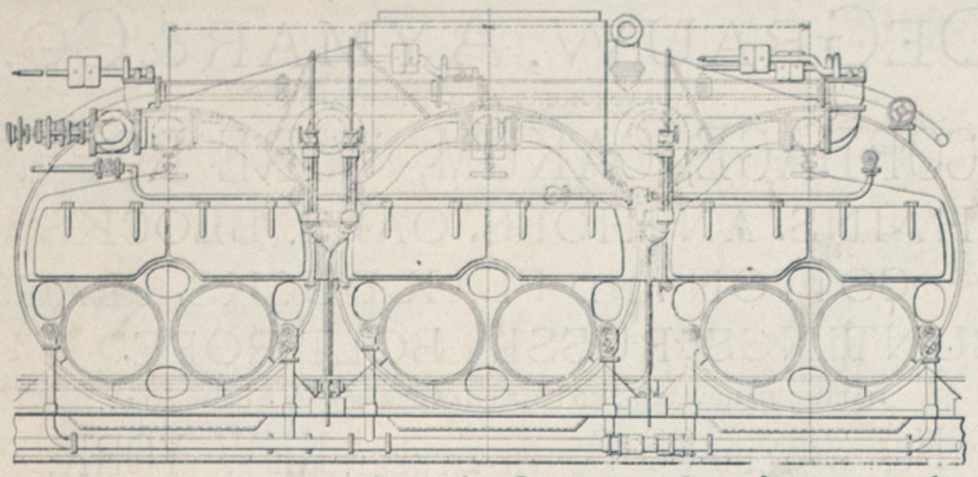

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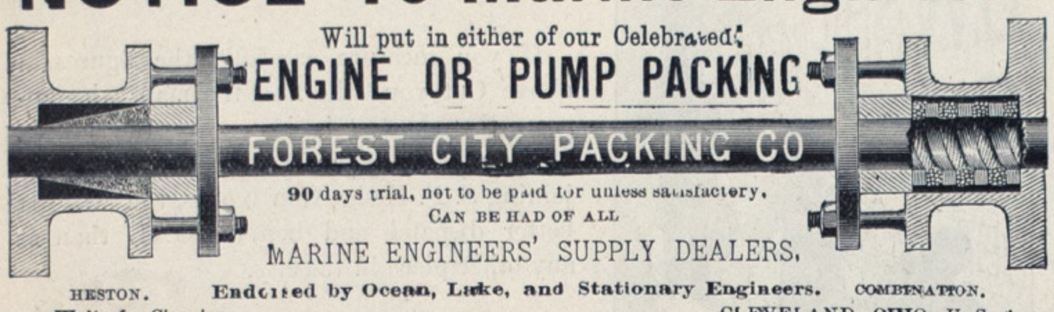
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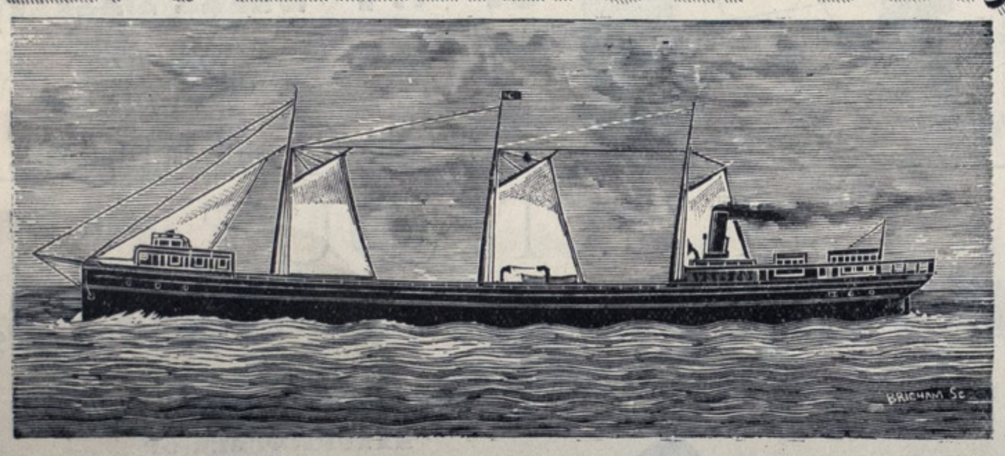

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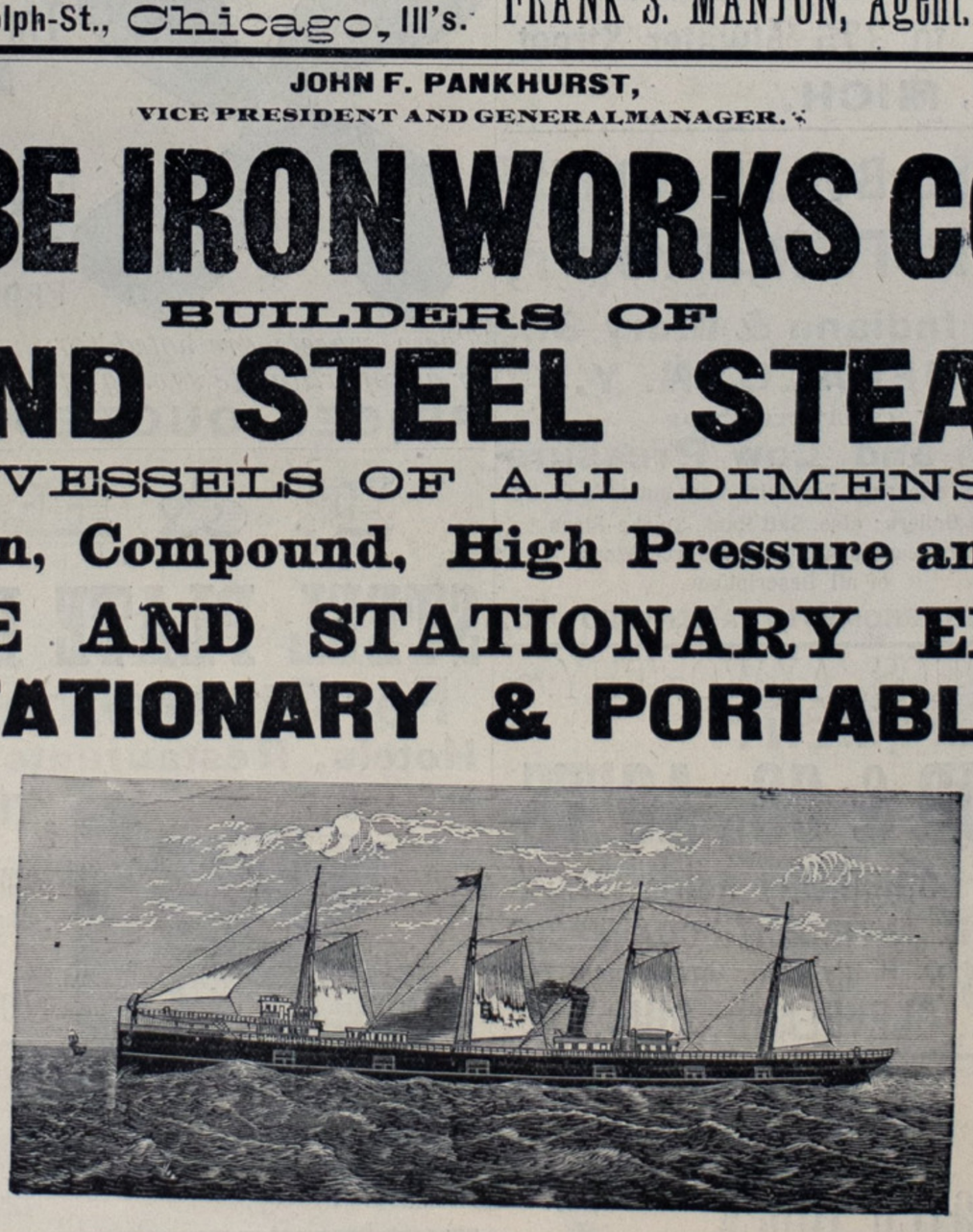

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